

# FIRST CALL FOR SUBWAY BIDS

## RAPID TRANSIT BOARD HASTENS TO GET OUT HUGHES.

Will Rush Work on Bridge Loop Before It Is Legislated Out of Existence—Bids to Be Received Until April 11—Work Must Be Done Within 21 Months.

The Rapid Transit Commission will begin advertising on Saturday for bids for the loop caused by the construction of the first section of the subway to connect the Manhattan terminals of the Williamsburg and Brooklyn bridges. Sealed bids will be received until noon of April 11. The time for opening bids will be fixed at a meeting of the board on that day. A proposal once deposited with the board cannot be withdrawn and every bid must be accompanied by a certified check for \$25,000 payable to the Comptroller. The board will bind itself to make the award to the successful bidder within ten days after the opening of the proposals.

The knowledge that the commission has decided to advertise so soon for bids for the loop caused surprise yesterday in view of the fact that the board some time ago resolved to wait a few weeks in order to ask simultaneously for bids for the loop and the Lexington and Seventh and Eighth avenue routes. It is understood that the reason for the activity of the commission is a fear that the public utilities bill, which legislates the board out of office, will be passed before the commission can measure its position. The Governor said yesterday that the commission will appoint the new commission within thirty days, and as the new board would have the power to undo all the work of preparing the plans for the new routes the present commission is anxious to forestall that possibility.

The bridge loop is to be built by the city and to be controlled by the city. This is to enable the municipal authorities to give access to the tunnel to the Brooklyn Transit Company as well as to a Manhattan railroad system. The contracts for the operation of the tunnel will not be let until after it has been finished. The section for which bids will be asked on Saturday will extend under Centre street from Pearl to Canal. As this will be more difficult to build than the second section from Canal street to Williamsburg bridge there will be no hurry on the part of the commission to ask for bids for the second stretch.

The bidder to whom the contract is awarded will have to deposit \$300,000 security and must complete the section within twenty-one months. If the work is completed in eighteen months a bonus of one per cent of the unexpended balance due to the contractor from the city will be paid.

The plans call for a four track subway in Centre street and two tracks under Walker and Canal streets when the turn to the east is made. There is to be a station between Leonard and Centre streets.

Pipe galleries are to be laid, but for this work separate bids will be asked for. The advertisement will state that the manner of construction shall be by the "cut and cover" method, so far as Centre street is concerned, but in Walker and Canal streets the open excavation process is to be permitted.

# EDWARDS, STREET CLEANER.

Princeton Football Captain to Tackle Job in Manhattan.

Street Cleaning Commissioner Craven has appointed William H. Edwards deputy commissioner for Manhattan. Mr. Edwards takes the place of Deputy Commissioner Jerome Reilly, who was transferred a few days ago to take charge of the Street Cleaning Department of the Bronx. Tiny Bill Edwards, as he is called by Princeton men, is nearly as big as the Secretary of War and was one of the best football players ever turned out by his university. He played with the university teams in each of the four years he was at Princeton and was captain of the Tiger eleven of 1909. He was graduated in 1910 and since then has been in the insurance business. He is at 133 South Oxford street, Brooklyn. His salary will be \$5,000 a year.

Although the appointment was nominally made by Commissioner Craven, it is understood that he was selected for the job by Mayor McEllan. The Mayor is a Princeton man and Mr. Edwards is a friend of his.

# WATER TO WASH OFF STREETS.

Proposal to Expedite the Spring Cleanup That Way.

At yesterday's meeting of the Aldermen a resolution was presented requesting the Commissioner of the Water Department to permit the use of the city's water to flush the streets to help clear away the snow. It was stated in the resolution that the Street Cleaning Department is apparently unable to cope with the task of removing the snow and that the conditions a few warm days will bring about will be a menace to the public health. The resolution would permit the flushing of the streets during March and April. It was referred to the Committee on Water Supply, Gas and Electricity.

# CITY GETS WATER PLANT

And Now Owns All the Supply on Staten Island.

President Cromwell of the Borough of Richmond received yesterday a letter from the Staten Island Water Supply Company, in which it agrees to accept the offer of the city of New York to pay \$1,000,000 for the plant, which supplies the island with water. It is probable now that the city will take possession of the plant within a few days.

By the purchase of this plant the city now owns the entire water supply of Staten Island. A few weeks ago it purchased the plant of the Crystal Water Company, on the East Shore, which supplies the island with water for \$1,000,000 for it. They had owned and been operating the Tottenville plant for some time.

# JUNKIE TO BE BURIED.

Aldermen Kuntze Will Have to Pay His Way to Jamestown.

Alderman Kuntze (M. O. L.) submitted yesterday a resolution directing the president of the board to appoint a committee of five to represent the Aldermen at the city's expense at the opening of the Jamestown exposition. In accordance with precedent Kuntze, who is the mover of the resolution, would expect to be named as one of the committee. Kuntze sought to have immediate consideration given to the resolution, but it was referred to the committee on rules. It will not be reported out.

# Appeal for Free Ferries.

Edward Thimpe, president of the League for the Promotion of Free Ferries, has sent a letter in behalf of the organization to the City Finance Commission asking that the sinking fund and operate all East River ferries free of charge to the public. A bill has already been introduced at Albany to amend the city charter by providing for free ferryboats for foot passengers.

# Letter Correction at Memphis.

WASHINGTON, March 12.—F. M. Crump, president of the Memphis Cotton Exchange, presented to the Interstate Commerce Commission to-day facts regarding the congestion of cotton at Memphis and asked for relief.

The commission said that it would take the question of relieving the congestion under consideration, and if deemed advisable would make an investigation on its own account in Memphis. There are at present more than 250,000 bales of cotton in the hands of the carriers at Memphis awaiting cars in which to load.

# NO BOSTON & MAINE DEAL ON.

President Tuttle Denies Rumors That New York Central Is Making a Bidder.

Boston, March 12.—Regarding the report that the New York Central had acquired control of the Boston and Maine Railroad, President Tuttle said to-day: "In regard to the statement that the control of the Boston and Maine came very near passing about a year ago, it may be said that the control of the Boston and Maine rests with investors and cannot be handed over by the New York Central or any other interest, and the continued repetition of the absurd statement that the control of Boston and Maine is passing, has passed or is likely to pass, is the veriest nonsense, and I know what I am talking about, although perhaps some who men think I don't."

"About a year ago a broker, who refused to say whom he represented, made some overtures with respect to the purchase of Boston and Maine, and a figure of \$200 per share was mentioned. Our directors refused to do business with him unless he said whom he represented. This he refused to do, and the matter ended, and the negotiations have never since been resumed."

"If it should so happen that any New England railroad president should desire to become the Harbinger of the East, and the furtherance of his imperial ambitions desire the Boston and Maine Railroad, I do not apprehend that the New York Central would assist him very greatly, and might even be disposed to block such purposes."

"I suppose this control talk regarding Boston and Maine will continue to the end of time, but until control is purchasable outside the stock market any apprehensions regarding the matter may be dismissed as unworthy of serious consideration."

# P. R. R. POLICIES ALL APPROVED.

Shareholders Give Sanction to \$200,000,000 Increase in Indebtedness.

PHILADELPHIA, March 12.—The shareholders of the Pennsylvania Railroad Company, at the sixtieth yearly meeting of that corporation, held in Horticultural Hall to-day, passed favorably on several important matters.

They included the necessary authority to increase the capital stock from \$400,000,000 to \$500,000,000; authority to issue \$100,000,000 in bonds; the raising of the age limit at which persons may enter the employ of the company from 35 to 45 years; and the acquisition of the corporate rights, privileges and credits of the Philadelphia and Erie Railroad.

A resolution was also passed that the company increase its yearly contribution to the employees' pension fund from \$300,000 to \$500,000.

The propositions for increasing of the capital stock and issuing \$100,000,000 of bonds were the only resolutions that called for a share vote. This vote brought out the fact that President James McCrea had provided for 3,498,125 of the 6,148,449 shares which he voted affirmatively with his own individual holdings.

# FROM GRIDIRON TO ALTAR.

Love Stirred by Football Proves Culminates in Secret Marriage.

WORCESTER, Mass., March 12.—A romance that had its beginning on the gridiron here, it was learned to-day, culminated in a secret marriage in Albany about three months ago. The principals are Edward E. McManus, Jr., of Worcester, and Miss Wadsworth Harris, daughter of Hon. William Harris of Northville, N. Y., a State Senator.

At the beginning of the 1905 game between Harvard freshmen and Worcester Academy, McManus, the star tackle of the latter team, was out because of an injury to his knee. During the game his substitute weakened, and in spite of the protests of his doctor he took his place, playing a whirlwind game, which helped the Worcester team to the first victory over Harvard in nine years.

Miss Harris was attracted by McManus's spectacular playing and after the game they were introduced. It was a case of love at first sight. Miss Harris attended the Walnut Hill school near her home in Natick and later entered Lasalle Seminary, where they saw each other constantly.

Last Christmas vacation they slipped away to Albany and were married by the Rev. Father Burke. The bride is now at home with her mother, who is ill, but now that her parents know of the marriage she will soon go to Natick to live. McManus is with the brokerage firm of Hayden and Stone, Boston.

# BRICKLAYERS WILL NOT YIELD.

Vote to Keep Up the Strike on the New York Central's Building.

It was reported yesterday that the seven unions of bricklayers in New York took a vote as to declaring off the strike at the big building of the New York Central Railroad, Fourth street and Lexington avenue, on the conditions suggested on behalf of the general contractor, the John Peirce Company, and decided to keep up the strike. Only three unions voted to declare the strike off. The conditions proposed by the contractors were that if the work went on the bricklayers would be paid for the building, but will first give the union men a chance to return.

# B. R. T. Orders 100 Steel Frame Cars.

The Brooklyn Rapid Transit Company has awarded contracts for 100 new surface cars and 100 new elevated cars, the former to be ready by June and the latter before the end of the year. The total cost will be about \$2,000,000, or \$20,000 apiece for the surface cars and \$14,000 apiece for the elevated cars. The Jewett Car Company of Laconia, N. H., will build each fifty of the elevated cars. The cars will be of steel frame with high motive power and will be fitted with automatic brakes. John Stevenson of Elizabeth will build the surface cars.

# D. H. Hill Retained for 80 Cent Gas Law.

Attorney-General Jackson, on behalf of the New York State Gas Commission, has petitioned for an extension in the time originally allowed for the submission of briefs to Referee Arthur H. Mason by counsel for the city and State and for the Consolidated Gas Company in the hearing to have the eighty cent gas law declared unconstitutional and therefore unconstitutional. Ex-Senator David H. Hill has been retained by Mr. Jackson as counsel in chief and it is in order to enable him to prepare his brief that the extra time is asked for. It is hardly likely that Mr. Mason's report will be ready before May 1.

# Nebraska Still Badgering the Railroads.

LEWIS, Neb., March 12.—The House unanimously passed a bill to-day giving the newly created State Railway Commission power to fix rates. Such rates immediately go into effect and so remain until reversed by the courts. The Senate will pass the same bill. Gov. Sheldon signed to-day a bill giving the State Railway Commission power to trainmen regardless of whether the accident was caused by neglect of fellow servants.

# Calumet and Hecla Takes Control of Alton.

Boston, March 12.—At the annual meeting of the Alton Mining Company to-day the Calumet and Hecla people took control by the election of six of the nine directors. By agreement President Fay will continue as president for the time being. All negotiations between the companies have been harmonious and cooperative.

# NEVADA-UTAH FOOLS & MONEY

All day long I have been receiving messages on Nevada-Utah. They come from far and near.

Nineteen in twenty laud my action in protecting the public. The odd one takes me to task. They tell me Wall Street yelled murder this morning—I care nothing for the damning of the pinched speculators.

In the regular course of my stock business I was compelled to notify the public I was examining Nevada-Utah.

I knew when I made this announcement that if I did not safeguard the public they would be for the thousandth and thirty-third time sniped by "The Street."

I determined "The Street" should not use me to rifle the public.

I therefore said in each of my advertisements—sometimes as many as four times in one advertisement—"Don't buy Nevada-Utah until I give the word as to its worth."

No man having confidence in me bought a share. Thousands all over the country prepared to buy—sent millions of dollars to banks, trust companies and brokers with instructions to buy when I gave the word. "The Street" knew this, because the bankers and brokers rattled of the unprecedented condition as shown by their orders.

Hundreds of thousands of cunning speculators, who care as much for what I say, or what any man says when he says runs away from their pockets, as they do for the wind's whistle, reasoned:

When he gives the word the people from everywhere will buy, relying upon him to see that they do not get the worst of it; we will jump in ahead and get all of the cheap stock, and when he gives the word and the price jumps to 25 or 30 we will drop our stock on to the people and make away with their millions.

I foresaw this and determined at any cost to protect the public. I have done so. To do so I had to forego millions upon millions of profits, but even my rankest enemy will say I did protect the public.

Now let me say a word for the benefit of the speculators and traders who played sharp, for I bear them only good will, otherwise I would have smashed Nevada-Utah at \$1 a share at the opening this morning, for they, the speculators and traders, stood dazedly gawking at each other with stock offered at 3½, and no bids, then I bought and the speculators awaked to the fact that they were alive.

Nevada-Utah, as I said yesterday, is a tempting proposition marketwise at 7 or 8. I believe Wall Street will wake up to its future prospects and will move it up to 8 or 9, and then, perhaps, will howl itself hoarse over its "Big Value." I believe this so much that I may take a hand at it marketwise—to help out the speculators and traders.

I can say this to-day: I could not yesterday, because of the danger, great danger, that the owners of the millions awaiting my word would become confused and think I meant for them to buy. At the same time I want no one to misunderstand what I say here as meaning that Nevada-Utah is an investment. All I intend to say here is that up to 7 or 8—perhaps 9, Nevada-Utah is a good-enough-stock-gamble for me—if the mood strikes—to take a 50,000 or 100,000 shares flir.

Bear in mind the condition of Nevada-Utah is different from when I first looked into its affairs. Then there was but little money in its treasury—it had to be financed—today it has all the cash it needs, a million or so—I bought 200,000 shares of its treasury stock—paid cash for it.

I do not mind saying to the cunning traders and speculators who thought I was going to stand by and allow buttons to be played with the public that they were, in my opinion, bigger jacks in selling their Nevada-Utah this morning below 5 than they were the other day in buying it above 8.

# TRINITY THOMAS W. LAWSON.

In an advertisement to-morrow I will say some things about Trinity that ought to make good reading.

Boston, March 12, 1907.

# NOT FOR LAW MADE PATRIOTS.

Gov. Hoch of Kansas Refuses to Sign Schoolhouse Flag Bill.

TOPEKA, Kan., March 12.—Gov. Hoch is not in favor of statutory patriotism. One of the laws enacted by the Legislature that has become a law without the Governor's approval is the "Flag Law," requiring the trustees of every school district in the State to provide a flagstaff and flag for the school, and see that the flag flies whenever the flag is raised. The law is so worded that it is a violation of the law if the flag is not raised at the Willard Parker Hospital, at Sixth street and Avenue C. With the help of the firemen the flames stuck to the coal pipes.

"The thing to which I objected most in that bill," said Gov. Hoch this morning, "is the provision requiring the State Superintendent to provide for every school a sort of programme to be gone through every morning, including a salute of the flag."

"It seems to me that if I was a schoolboy and was required every morning to salute the flag it would not tend to make me love the flag any more. The chances are that I would consider it a good deal of a nuisance, and would come out of school with less respect for a flag that had to be saluted every morning than I have left to salute the flag as I pleased."

"It will probably cost several hundred thousand dollars to put this law into effect in every school district in the State and out in western Kansas if they attempt to keep the flag flying all the time the wind will switch out a flag into shreds in a few days. It will involve quite an expense, or flag."

# EDDY SUIT PAPERS SERVED.

Four of the Five Boston Defendants Accept Summons Voluntarily.

BOSTON, March 12.—Four of the five Massachusetts defendants in the suit brought by relatives of Mrs. Mary Baker G. Eddy were served with the papers in the suit this afternoon. All of them accepted service willingly.

Treasurer Stephen Chase of Fall River will be served to-morrow. All of the defendants greeted the constable cordially. Alfred Farlow was waiting when Constable Swift entered the office. With a smile Farlow accepted the papers, saying:

"I expected that something like this was up when we saw the photographers gathering in front of the building. There is nothing to compel the Boston defendants to accept service of papers in a suit brought in New Hampshire courts. If service had been refused counsel for the plaintiffs would be compelled to bring action in the Massachusetts courts."

# Robins Nest in New Jersey.

MONTICELLO, N. J., March 12.—Robins and bluebirds have made their appearance in Monticello. A robin appeared at the home of a resident of Brookfield during the severe storm of last Sunday afternoon, and since that time several householders have noticed the red breasted birds on their porches. To-day a few bluebirds were seen, while residents of the vicinity of Great Neck report that several robins were noticed nesting in the branches of cedar trees. People think here that the backbone of winter is broken at last.

# Court of Appeals Calendar.

ALBANY, March 12.—Court of Appeals calendar for to-morrow: Nos. 117, 118, 165, 166, 169, 471, 106. Indicated case on argument.

# PUBLIC NOTICES.

NEW YORK SUPREME COURT. THIRD JUDICIAL DISTRICT.

ASHKON HUSSEINOV, Section Number.

NOTICE OF APPLICATION FOR THE APPOINTMENT OF COMMISSIONERS OF APPRaisal.

PUBLIC NOTICE is hereby given that it is the intention of the Corporation Council of the City of New York to make application to the Supreme Court of the State of New York for the appointment of Commissioners of Appraisal under Chapter 724 of the Laws of 1905 as amended. Such application will be made at a public hearing to be held at the Court House, New York County, N. Y., on April 20, 1907, at 10 o'clock in the forenoon of that day, and the object of such application is to obtain an order of the Court appointing the said Commissioners of Appraisal, and the said Commissioners of Appraisal are to be appointed by the Court to be held in and for the Third Judicial District of New York County, N. 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